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| INFORMATION REPORT | | | |
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| COUNTRY USSR | NAVY review completed. | | |
| SUBJECT Port of Odessa/Entrance Procedures/Security/Soviet Naval Vessels and Maneuvers/Military Aircraft/Radar/Port Facilities Black Market Nylons and Consequences | | DATE DISTRIBUTED 5 APR 56 | |
| | | NO. OF PAGES 4 | |
| | | NO. OF ENCL'S | |
| | | SUPPLEMENT TO REPORT # | |
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[This report (LINS No 37-56) was obtained by the Department of the Navy and is disseminated by CIA in accordance with paragraphs 3c and 3d of NSC 5417.]

- Entrance Procedures:** The ship arrived at 0400, 7 May 55, and was asked to anchor at 46° 35' 41"N, 30° 45' 47"E, where the doctor, and five or six other government representatives met the vessel and checked the ship's papers. The pilot boarded the ship at 1900, 8 May 55, and took it to its berth after a 39-hour delay caused by the necessity of waiting for a ship to leave its berth.
- Security:** The ship was brought alongside her berth and three soldiers were put on watch at the bow, at the stern, and on the shore beside the gangway respectively. There was no search at all, although the ship's radio, fire-arms, binoculars, and cameras were sealed. Free passbooks were issued to the crew which were good for the whole night with no restrictions. One half of the pass was taken by the men at the gangway and the other half was secured by the soldier at a checkpoint at the entrance to the harbor area. [Indicated on annotated USSR Chart 4302] In view of incidents befalling one of the sailors, however, it appears that some sort of surveillance is maintained [see paragraph 28].
- Labor:** Two holds were worked at night and four during the day. With the labor supply being short only two men were used for each hold. The crane operators were women.
- Soviet Commercial Shipping:** Two passenger ships, the **UKRAINA** and the **RUSSIA**, and a fish factory ship with a group of 14 small fishing boats were tied up in the harbor. The **UKRAINA** and **RUSSIA** tied up at the end of the Military Mole to load and discharge passengers. The fishing vessels did not pass close enough for identification but it was understood that they had been on a six month trip to the South Pole, returning on 24 May 55. The factory ship was estimated at 15 thousand tons and the fishing boats were "similar to Canadian patrol craft" and had a deep draft.
- Soviet Naval Vessels:** Only naval vessels were noted in the Pratigue Harbor. One small, old submarine was noted in the harbor along with an old cruiser and several minesweepers described as similar to the British ML's and KRM's (phonetic spelling), the latter being smaller than the ML's. A Soviet training ship entered the

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harbor in early May 1955 and anchored inside the breakwater. /Disposition of these vessels is shown on annotated USHO Chart 4202 [redacted] Observation from the top deck of the Pioneer House Museum in the southern corner of the Pratique Harbor was allowed and the location offered an excellent view of the harbor.

6. Naval Maneuvers: The minesweepers [noted in paragraph 5] were seen practicing minesweeping maneuvers in the area north of the harbor. Three minesweepers of the ML-type, in a diagonal line, would make the first sweep and then the BIM-type, also in a diagonal line, would make passes over the same area in the opposite direction. The type of gear streamed could not be noted nor could any evaluation of their effectiveness be made. Exercises were conducted frequently during this period as weather permitted. The submarine and cruiser remained at their respective berths throughout May 1955.
7. Military Aircraft: Twenty-seven aircraft were noted on the line at the airport near Soldatskaya. The aircraft were identified as MIG-15 type but exact details were not observable due to the distance. They conducted day and night operations and did not take off or land over the harbor area. Only jets operated out of this field. 25X1
8. Radar: The radar antenna of a 40-foot span [redacted] was noted about half a mile inland from the Baths of Sredni Fontan. It was observed at a distance of 500 meters from a car traveling about 50 miles an hour. There was a building in close proximity. /Its location is indicated on the annotated USHO Chart referred to. / Its general appearance is shown below. No anti-aircraft guns were noticed in the vicinity.



9. Breakwaters: The main breakwater has been completely repaired and the new breakwater has been extended at least to the end of the dotted lines on the standard USHO Chart 4202. No construction on this latter breakwater was observed during the period in question. No close approaches to the new breakwater were made, however.
10. Granaries: The granaries were of moderate size. No pertinent information could be obtained.
11. Marti Shipyard: No detailed information was obtainable, however, a T-2 of the "LENINGRAD-type" was noticed in the yard as well as a large commercial-type ship which was under construction. 25X1
12. Petroleum Harbor Installations: No information obtainable. [redacted]
13. Working Harbor: No information obtainable. 25X1
14. Development Work: None noted.
15. Anti-Aircraft Batteries: None noted.
16. New Mole: The northwest side of the New Mole seemed in good condition, 25X1 however, observation was limited due to the number of vessels that tied up alongside this area. Small Soviet vessels [redacted] berthed here, and loaded and unloaded general cargo. These vessels were not identified.

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17. Repair Facilities: Two vessels were berthed in the southeast corner of the Quarantine Harbor, one of about 12 thousand tons, and the other of about eight thousand tons. Both were believed to have been of German construction. The work on the ships seemed to be restricted to changing some of the plates and modifying the superstructure. No extensive facilities were seen.
18. Water: The water obtained by the ship was of good quality, although the gravity feed produced poor pressure and it took three days during the daylight to deliver 150 tons. 25X1
19. Fuel: Five hundred tons of bunkers were taken on. 25X1
20. Tugs: Two tugs were used to move the ship into its berths, one large, "regular US size", and one small "harbor" tug. 25X1
21. Buildings: A rear admiral was noticed getting out of a car and entering an office building/as marked on the annotated USNO Chart 4202. 25X1
Due to the number of Navy personnel around it was assumed that this might be the Navy Headquarters, however, 80% of the men seen anywhere in the streets seemed to be in the military service. About a block away from this building an entire city block was set aside as a barracks area for naval personnel. This is also shown on the chart referred to above. 25X1
22. First Berth: The first berth was in the New Harbor [see USNO Chart 4202/ where the sugar was unloaded. The depth of water was 28 feet instead of 31 feet as shown on the chart at the stern which was opposite the northern end of the middle warehouse on the southwestern side of the harbor. The wharf was concrete with wooden stringers about two meters wide on the outboard side. The nearest crane track was about two and a half meters from the outboard side of the stringers and the railroad tracks run inside this.
23. Unloading Sugar: The ship's winches plus one crane of 8 to 10 tons capacity which carried up to 15 bags of sugar at a time were used to unload the sugar. The crane was a portal jib type. The bags of sugar were loaded on railroad cars or trucks, the trucks taking them around to the side of the warehouse next to the berth for unloading or taking them out of the dock area.
24. Second Berth: The second berth was in a position similar to the first but in the Quarantine Harbor. The depth of 27 feet was correct as shown on the chart. Details of the wharf are the same as those in paragraph 22 above.
25. Loading Railroad Equipment: Since the ship was loading railroad car trucks, rails, and various other metal railroad equipment, several cranes were used. Three of these were alongside the ship, loading it from railroad cars; two others were loading the railroad cars a short distance away where the equipment was stored in the open. [Locations are shown on the annotated chart.] All the cranes used were of approximately 10-ton capacity, portal jib type, 25X1 and American made. This cargo, 9,996 tons of machinery, tractors and the railroad trucks was off-loaded 25X1

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27. Black Market Prices: The black market operates in this port and prices on certain items are as follows: a tie, US\$6.00; nylons, US\$15.00; and a pack of cigarettes, US\$1.00. Change was given in black caviar.
28. Black Market Nylons and Prison: Advantage was taken of the desire of the local women for nylons. For one or two pairs of nylons, a sailor could enjoy a girl's company for the night. No curfews were placed on the sailors who went ashore. A sailor aboard this vessel who found a woman desirous of two pairs of nylons escorted her home. About half an hour after the sailor and the girl entered the house, three or four armed policemen entered the house with drawn guns after battering open the door. They allowed the sailor and the girl to get dressed, proceeded to search the premises and found one of the two pairs of nylons, thereupon arresting the girl and releasing the sailor to return to the ship. The girl was fearful but had time to mention to the sailor that she would probably receive two to three years in prison for the offense.
29. Comment: Identification of the BIM (or BEAM) type mine sweepers could not be made through local references. Likewise the Soviet naval training ship could not be identified.
30. Acceptance of statement that the northwest side of the New Mole was in good condition does not seem warranted due to the lack of details concerning the repairs that might have been made.

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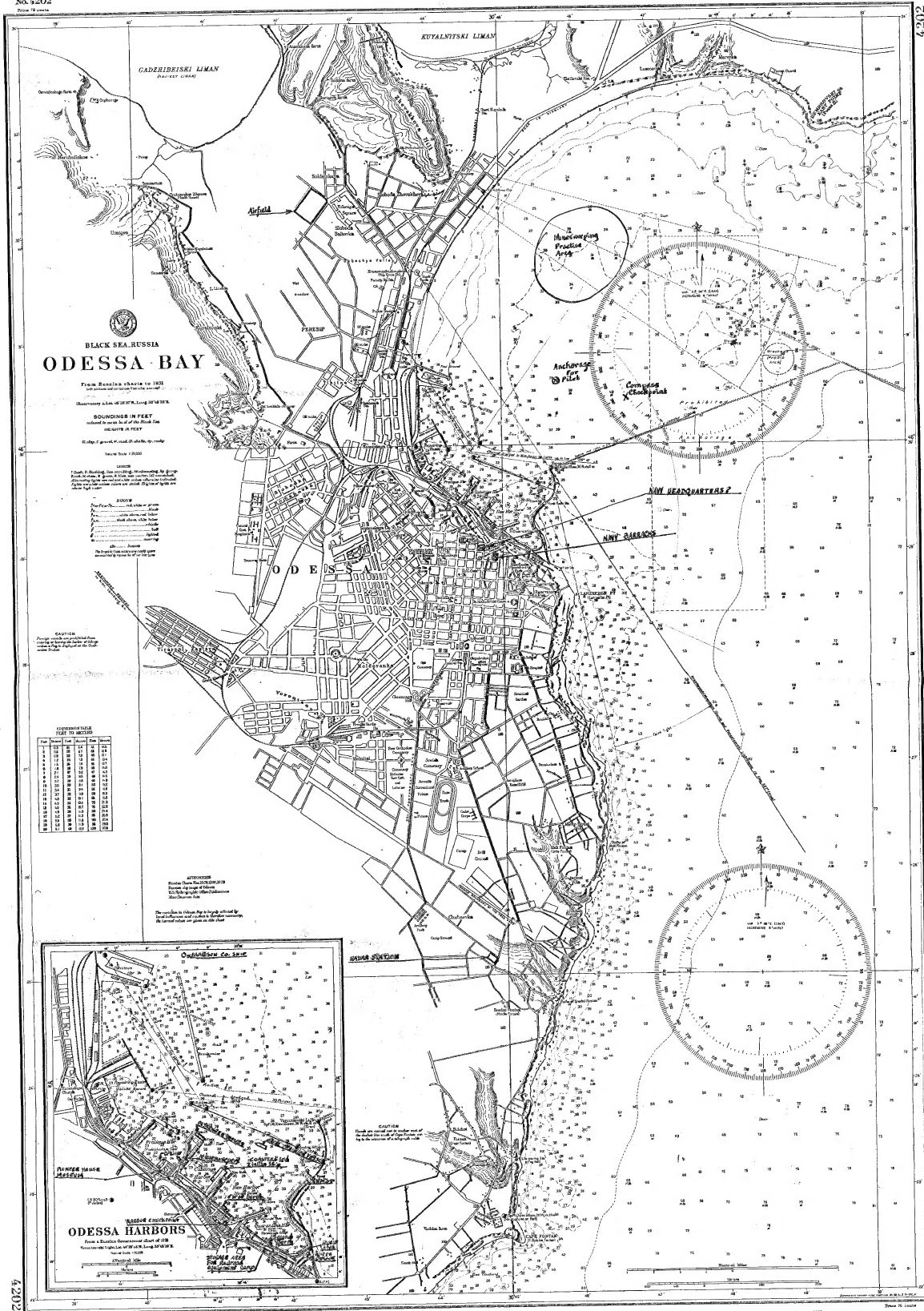
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No. 4202
Scale 1:50,000



ODESSA BAY
From Russian charts to 1901
Soundings in feet
reduced to mean low of the Black Sea
and water in feet

LEGEND
Soundings in feet
reduced to mean low of the Black Sea
and water in feet

REMARKS
The soundings in this chart are based on the latest available information and are subject to change without notice.

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